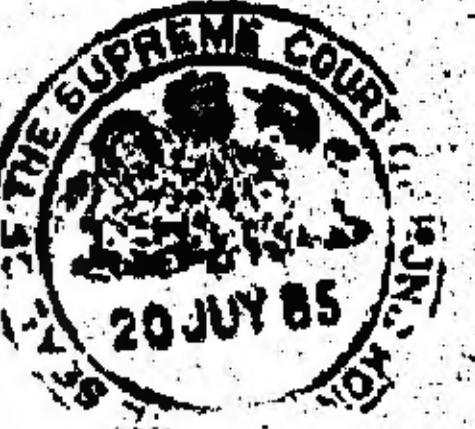


# The China Mail.

Established February, 1845.



VOL. XLI. No. 6855.

號七月七五十八八千一英

HONGKONG, FRIDAY, JULY 17, 1885.

日六初月六年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. J. GRANGE STREET & Co., 30, Cornhill; GORDON & GORCH, Ludgate Circus, E.C.; BARRY & HENDY & Co., 37, Walbrook, E.C.; SAMUEL & CO., 150 & 152, New Bond Street.

PARIS AND EUROPE.—AMÉRIN PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEL & CO., Manila.

CHINA.—MACAO, MORTS A. A. DE MELLO & CO., Macao; QUICHE & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDGE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$4,400,000  
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$400,000  
RESERVE LIABILITY OF PRO-  
PRIETORS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—Hon. F. D. SASSON.  
Deputy Chairman—A. M. OLIVER, Esq.  
D. D. BOTTOMLEY, M. GROVE, Esq.  
H. HOPKINS, Esq.  
H. L. DALBRYMPLE, Hon. W. KESWICK, Esq.  
A. P. MOEVEN, Esq.  
W. H. FORBES, Esq.  
E. E. SABSON, Esq.

CHIEF MANAGER,  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

## HONGKONG.

INTEREST ALLOWED,  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 2 per cent. " "  
" 12 " 2 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking, and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, February 28, 1885. 347

## NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK:

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$500 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3/4 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is directed on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, May 7, 1885. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,  
40, THREADNEEDLE STREET, LONDON.

BRANCHES:  
In India, China, and the Colonies.

THE Bank recognizes Money on Hand, STEAM LAUNCHES FOR HIRE. Charges as follows:—

Wing-Sing, Wing-Cheng, and Wing-Tye.

For first hour, \$3.  
" second " \$2.  
" every subsequent hour, \$1.

Wing-Fu, Wing-Loy, and Wing-Lee.

For first hour, \$3.  
" second or subsequent hour, \$2.

Rates for towing Vessels and Cargo-boats

or use of Launches for Excursions to Macao, Canton, and other places may be arranged at No. 39, Wing Wo Street.

Hongkong, June 13, 1885. 979

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS, viz.,

76 per Cent ex 1st Dividend equal to 87 per Cent for whole claim.

H. A. HEBERT,  
Manager,  
Hongkong Branch.

Hongkong, July 4, 1885. 1123

Mr. Andrew Wind,  
News Agent, &c.

21, PARK ROW, NEW YORK, is

authorized to receive Subscriptions,

Advertisements, &c., for the China Mail, Overland China Mail, and China Review,

## Notices of Firms.

### NOTICE.

THE BUSINESS of the Firm of A. A. DE MELLO & CO., at Macao, will be continued as heretofore, under the MANAGEMENT of Mr. F. A. DA CRUZ, who is again duly authorized to sign the Firm for Procuration.

PARIS AND EUROPE.—AMÉRIN PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEL & CO., Manila.

CHINA.—MACAO, MORTS A. A. DE MELLO & CO., Macao; QUICHE & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDGE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Hongkong, July 1, 1885. 1104

### NOTICE.

M. E. H. M. HUNTINGTON has been Admitted a PARTNER in our Firm in Hongkong, China and elsewhere, from 1st January, 1885.

RUSSELL & CO.

Hongkong, July 1, 1885. 1104

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# THE CHINA MAIL.

No. 6858.—JULY 17, 1885.

For Sale.

MacEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,

ARE NOW LANDING

DEVON'S NONPARCEL KEROSINE  
OIL.

FAIRBANK'S SCALES.

COOKING STOVES.  
AGATE IRON WARE.  
WAFFLE IRONS.

CASH and PAPER BOXES.  
KEROSINE STUDY LAMPS.

CORNMEAL HOMINY.  
Cracked WHEAT. Cranberry SAUCE.  
Stuffed PEPPERS. MACKEREL.  
American HAMS and BACON.  
Prime YORK HAMS.

WINES, &c.

CHATEAU LA TOUR, pints & quarts.  
LIES. GRAVES,  
BREAKFAST CLARET,

Entertainment.

THEATRE ROYAL,  
CITY HALL.

A GRAND CONCERT,  
VOCAL AND INSTRUMENTAL,  
Will be given in the above place on

TUESDAY EVENING,

the 21st Instant,

Under the Patronage of  
H. E. MAJOR-GENERAL CAMERON, C.B.,  
THE ACTING GOVERNOR.

FOR THE BENEFIT OF  
SIGNORITA MARCHETTI,  
Who will be assisted by a number  
of well-known AMATEURS.

The Programme will be published on  
Monday.

PRICES OF ADMISSION:  
Dress Circle and Stalls, \$2.  
Pit, \$1.

Tickets may be had at MESSRS. KELLY &  
WALSH, Hongkong, July 16, 1885. 1196

To-day's Advertisements.

UNION LINE.

FOR YOKOHAMA.

The Steamship

Dromedary,

Captain PURVIS, will be

despatched for the above  
Port on MONDAY, the 20th Instant, at  
4 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.

Hongkong, July 17, 1885. 1190

FOR NAGASAKI, YOKOHAMA AND  
HIOGO.

The Steamship

Essex,

H. LONGLEY, Commander,  
will be despatched for the above  
Port on TUESDAY, the 21st  
Instant, at Noon.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, July 17, 1885. 1198

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Steamship

Mobile,

will leave for the above  
place on FRIDAY, 24th Instant, at 3 p.m.

A. McIVER,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, July 17, 1885. 1201

'HIRANO'

NATURAL MINERAL WATER.

Bottled at the Springs of Hirano, Province  
of Seto, near Osaka,  
JAPAN.

BRIGHT Sparkling and Effervescent.—

Excellent alone or with  
WINE or SPIRITS.

In Cases of 50 Pints.

Analysis may be seen at the Office of the  
Undersigned.

NORTON & Co.,  
Agents.

Hongkong, July 17, 1885. 1200

CLEARED.

Chandernagor, for Whampoa.

Dubrovnik, for Shanghai.

Wusun, for Shanghai.

Huntingdon, for Sagon.

Hongkong, for Sagon.

DEPARTURES.

July 16.—

Junius, American corvette, for Singapore.

July 17.—

Feronia, for Yokohama.

Prinsep, French corvette, for Formosa.

HOURS OF CLOSING

THE FRENCH MAIL.

The following hours are observed in closing  
Mails, &c., by the French Contract  
Packet.

Day before departure (or Saturday if the de-  
parture is on Monday):

6 A.M.—Main Office closes.

Post Office closes, except the

MORNING Box, which is always  
open out of Office hours.

Day of departure:

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.

Posting of all printed matter  
and patterns ceases.

11 A.M.—Mails closed, except for Late  
Letters.

11.10 A.M.—Letters may be posted with  
Late Fee of 10 cents until

11.30 A.M.—When the Post Office closes  
entirely.

11.40 A.M.—Late Letters may be posted  
on board the packet with Late  
Fee of 10 cents until time of  
departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet Peihuo

will be despatched on THURSDAY,

the 23rd July, with Mails to the

United Kingdom, Europe, and places  
beyond, via Naples, to Sagon, Straits  
Settlements, Batavia, Borneo, Ceylon,  
India (via Madras), the Australasian  
Colonies, Aden, Natal and the Cape,  
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

PASSENGERS.

Analyzed.

For Mobile, from Sagon, 40 Chinese.

For Whampoa, for Hongkong; from  
London, Mr. and Mrs. C. A. Ward, Mrs. Shattock,  
Miss M. Slater, Mrs. Bunting, &c., from  
Bath, Mrs. S. M. Mette, E. Cowesoe  
and native servants from Penang, Mr. Chang  
Kee, and 14 Chinese; from Singapore, 56  
Chinese; for Shanghai, 36 Chinese; from London, Mr.  
Forbes's amah, Mrs. Linda's 2 amahs, Rev.  
C. G. Moore's amah, Mrs. Want and maid; from  
Suez, Messrs. Alfred, Bayley, and  
Brown; from Penang, Mr. Wm. Cowan and  
native servant. For Yokohama: from London,  
Mr. and Mrs. Nachigl and child, Mrs. Line's amah.

For Valparai, from Singapore, Mr. A. Riel,  
for Wladivostok.

For Wai Yung, from Pakhoi, &c., 9  
Chinese.

COMMENTING on Admiral Crown's action in  
Yokohama Harbour, in running out his  
guns while at Whampoa, 2 hrs. 30  
mins. later than at Hongkong; at the  
Barrier: 2 hrs. 15 mins.; at the Salt  
Falls: 3 hrs. 30 mins.; at Shamen: 3  
hrs. 45 mins.

On the 1st June, at Southampton, the  
Wife of FREDERICK H. WALLACE, of China,  
of a Son.

DEATHS.

Suddenly, at Sharp Peak, George Doo

PIKAN, Commander S.S. Nemao, aged 48

years.

On the 10th June, in latitude 7 deg. 54 min.  
N., longitude 177 deg. 54 sec. E., distant  
from Colombo 118 miles, homeward  
bound, HILDA MARY CATTIVEL, aged 5  
years and 9 months, the cherished and  
tenderly beloved elder child of R. J. and  
G. E. Abbott, to the inexpressible grief of her  
sorrowing parents.

On the 4th June, at 34, Milson-road,  
West Kensington-road, the Rev. THOMAS

MCCUTCHEON, M.A., Canon of St. John's  
Cathedral, Hongkong, also of the Cathedral  
of the Holy Trinity, Shanghai, and late  
Secretary of the C.M.S. Mission in China,  
aged 72.

On the 3rd June, at Cleverton House,  
South Norwood, SARAH ANN, the beloved  
and loving Wife of Alfred George Morris,  
Hongkong, aged 38.

On the 11th June, at Woburn-place, Ru-  
sall-square, Mrs. SARAH PEABODY, formerly  
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BIRTH.

On the 1st June, at Southampton, the

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aged 72.

On the 3rd June, at Cleverton House,  
South

## THE CHINA MAIL

Marin Flaherty deposed that he was a seaman at present unemployed, and lived at George Leman's boarding-house. About 10.30 on the 14th, while sitting down on the Cricket Ground with his friend Carlson, he saw a steam-tug coming towards the Praya full or half-speed astern. The helm was hard aport and the boat struck the Praya stern on. A large quantity of steam was issuing from the engine room. When the boat came in against the Praya, witness and his friend jumped aboard, and all the Chinese crew on board sprung astern. Witness waited till the boat had cooled down enough in the engine hole, and then went down and opened the fire door, and drew the two doors, and afterwards drew the lines. He had to go up on deck two or three times for a little air as it was very hot below. His friend assisted him to draw the fires. He then went on deck, and helped the Chinese to get the boat in tow of Messrs Jardine's steam-launch. The tug-boat was kept close up against the buoy by the movements of the propeller. When he first went down below he saw the chief engineer lying down dead on the platform, his feet towards the boiler. The stove-hole was full of steam, and it was as much as witness could possibly stand; he had to come up two or three times. Witness was slightly burnt about the feet by theinders while drawing the fires. He tried the steam-gauge of the boiler, there was some steam coming out of the pipe but no water, and the boilers were shaking terribly. He could not see the state of the boiler for steam, and so could not say what water there was inside. The Chinese were giving no assistance. The deck hands, who had some boat on board, assisted in making the boat fast. His friend Carlson was assisting witness at the time. He burnt his hand a little with the ruko during the fire. Witness had been employed as a fireman at Newcastleton-on-Tyne. His object in drawing the fires was to save the boiler, which was shaking violently and appeared likely to blow up. He could not see where the steam was coming from. The fires were full up.

Robert Carlson, seaman, unemployed, living at Leman's boarding house, said he went on board the tug-boat with the last witness and assisted him in drawing the fires, &c. The steam had then died away a good deal. He had looked at the water in the boiler, which was not hot at the bottom. It took them two or three minutes to draw the fires, they had to come up once or twice as it was too hot in the stock-hole. Two or three minutes after they went on board a European deck hand came on board and when they drew the fires.

Mr. Marques deposed that he had seen the bodies of the two deceased. They had received severe scalds all over the body, and death was the result of these injuries. One of the men had been admitted to Hospital on the morning of the 14th and died during the same day. The other man was not brought to the Hospital but was taken to the Mortuary, being dead when found.

Inspecteur Craddock deposed that on Tuesday last about 11 a.m. the second deceased man was brought up to the Central Station severely scalded. Upon hearing the report of the constable who brought up the injured man, witness proceeded to the Praya, opposite the City Hall, where he found the tug-boat *Tug* at anchor a little off the Praya. She was then towed alongside one of Messrs Butterfield & Swire's lighters by the launch *Kuo*. Witness then went on board the *Tug* and removed the body of Chong Aua, the chief engineer, which was lying in the engine-room. He then reported the affair to Mr. Smith of Messrs Butterfield & Swire, and gave orders that the boat was not to be meddled with until it had been inspected by the Government. Marin Surveor, and he also saw Mr. Wagner about marking an examination of the tug boat.

Mr. Wagner, Acting Government Marine Surveyor, was not examined. His evidence was very indistinctly heard, but was understood to be to the effect that at about 2.30 p.m. on the 14th inst., he went on board the tug-boat *Tug*, which was then at Quarry Bay, and made a casual inspection of the boat. He went into the stock-hole and found that steam and water had been in the engine room and that the fire had been partially drawn. He examined the gauge glass and found about two inches of water. This was all he did at this time. The next morning he went on board again; the *Tug* was then in the harbour. He then made a careful examination of her. Nothing had been done on board since he had seen her the previous day. There were no repairs going on board at that time. He found that the safety valve had parted in the neck from the flange, the valve chest was fractured. The cast-iron chest was fitted with two valves, and was bolted to the casting of the steam dome. The fracture had occurred in the neck, which was constructed of metal of excellent quality, and at from 3 to 4 inches in the thickness of the casting in the thickest part. The hole in the stock-hole casting was a close fit for the valve, and on the starboard side the latter was in connection with the casting. There had been a great strain on the chest, and he was of opinion that the fracture of the chest was occasioned by the great strain. There were no signs of overheating in the boiler and the safety valves were in working order. The *Tug* was constructed in 1884 by Kwang Hup Loong. Mr. Brewer and himself had superintended the construction of the engines, in their private capacity, with the sanction of the Government. There was no official inspection of the engines required as the boat did not carry passengers.

Mr. Flaherty, examined, stated that yesterday, at 4 p.m., he had carefully inspected the *Tug*. He was of opinion that the collision against the Praya was the cause of the accident. The machinery and steam gear were in good order except as far as the damage done by the accident was concerned. The collision carried away the safety-valve box at its junction with the chest. The box consisted of a chamber of cast-iron with safety valves, and was constructed to safely meet a pressure of 30 lbs to the square inch. Its junction with the boiler consisted of a slight piping, and valves, connected with the boiler by a 1/2 in. in diameter, and secured by five bolts. This neck was the weakest part of the casting, still it was of sufficient strength and thickness to resist a pressure of 30 lbs. to the square inch.

This casting had been cut to allow the safety valve to pass through, but unfortunately not leaving room between the casting and the box to allow for vibration or expansion. It was made to fit too closely. When the vessel struck the Praya, this casting would be partially rigid, the water in the boiler thrown forward with considerable force, causing the boiler also to have which would be brought to bear against the safety valve at its point of contact with the casting and would break it. These had remained there ever since, and he expected to get her finished by the end of the month. All round these glands there were a large number of small pieces of broken rock, rising up like mounting posts. As he was breaking off the rock, the head

exception of the one oversight, he considered her a well-constructed boat. He considered it a vital part of the machinery. He did not consider that the safety valve was properly constructed, it was only partially constructed to the casing which would not allow for vibration. The tug was of regular construction as regards the safety valve coming through the casing, and he should consider a European constructor would pay particular attention to the allowance of space for vibration. The mistake, however, apparently made by a foreign manufacturer.

Mr. Wagner, recalled, said he had heard last witness' evidence, and had no remarks to make upon it. He quite agreed with his remarks as to the valve box being too close to the casing. He did not, however, think it was a point of which special note would be taken.

Mr. Ferguson said, in reply to a question from the Coroner, that what the two European firemen did was undoubtedly calculated to save the boiler. The boiler was, in point of fact, not in danger, but it was impossible for them to know the time how much water it contained. Had there been only a little water, he would have been greater danger of explosion.

Mr. Wodehouse said that he had been communicated with by Messrs Butterfield & Swire with regard to the conduct of the men, and he should bring their conduct to the notice of the firm.

The Coroner was then cleared, and, on its re-opening half an hour later, the President re-opening finding:

## FINDING.

We find that the British steamer *Wessex*, official number 89,524, William Reginald Field, master, whose certificate of competency as extra master is No. 04373, sailed from Saigon on the 25th April, 1885.

"That nothing of importance occurred until the evening of the 1st May, when the ship struck a rock on a rock near Fisher Island, Pescadores.

"We are of opinion that the ship was navigating with all due care by the master.

"We find that the rock on which the *Wessex* struck is not marked on the charts, nor mentioned in the China Sea Directory Vol. III (1884).

"We are of opinion that no blame attaches to the Captain or any of the officers, and further that all necessary precautions were taken after the accident for the preservation of the ship.

[The finding was signed by all the members of the Court.]

The Court was then dissolved.

## Marine Court of Enquiry.

## THE STRANDING OF THE S.S. "WELCOME".

A Marine Court of Enquiry was held at the Harbour-Master's Office today, for the purpose of investigating the circumstances attending the stranding of the British steamer *Welcome*, Captain William Reginald Corfield, on the 1st May, near Makung, in the Pescadores Islands, in the China Sea. The Court was composed as follows:—

Captain Richard Murray Ransay, R.N., Acting Harbour Master (President); Lieut. A. E. McMurdo, H.B.M. Vice-Chancellor; Captain Thomas Davies, master of the British steamer *Twiss*; and Captain Charles M. H. Day, master of B.I.S.N. Co.'s steamer *Lulu*.

The President opened the proceedings by reading Captain Corfield's refusal for a Marine Court, and H.E. the Governor's warrant authorising the holding of the Court.

Captain Corfield said he was master of the British steamer *Welcome* and had an extra master's certificate, No. 04373. He had sailed on the 25th April, under charter to the French Government, driving 22 feet forward and 22 feet 2 inches astern, with a crew of 35 all told, and with his wife and two children and two lady passengers and his servant. He was bound for Makung. He passed Saigon at 3.45 the same day, and was stopped by a gun from an M. steamer, which sent off a boat with despatches for Admiral Court. Nothing of importance occurred until April the 30th, when a strong gale, with heavy head sea, then sprang up from the N.E. They were then in 27° 7' N. latitude, and 117° 35' E.; thence to port they had strong gale and high sea. On May 1st, at 1.30 p.m., he sighted a small Junk Island a little on the starboard bow. At 4 p.m. Junk Island was astern, distant about one mile and a half. During the whole afternoon they had very strong winds of tide. At 8 p.m. High Island was astern, distant 3 miles. At 3.30 a.m., he saw Fisher Islands light, bearing N.E. by E., the weather being hazy over the high land, and he cleared M. Junk Island off. He steered for the lights, N.E. At 7 p.m. the second officer and a man were sent to the lead. At 7.15 p.m. he told the chief officer to stand by the engine, and this was done. Immediately after he telegraphed half speed ahead, and then slow. At 7.20 p.m. Fisher Islands light bore N. Taichu Point N.E. Easterly, Cape Slat N.E. by E. and Makung Lights, on the fort, E. N. E. Easterly, all by compass bearings. Just at that time the rips had set his head a little off N.E. by E. He then altered the course to N.E. while he went into the chart room to verify his position. He returned to the Bridge at once, and sent the chief officer then to clear away the anchor. His reason for going slow was that there was such a heavy head sea outside at the time, and he wanted to give the chief officer time to clear away the anchor. By chart he had a perfectly clear channel. At 7.25 the ship touched bottom. The lead had been going all the time, every minute, and just at the same moment that the ship touched the second officer called out 15 fathoms, so bottom. Thinking the second officer had been making a mistake, he went down to the lower bridge, and stood over the man who was having the lead and saw the cast himself, and still the lead showed 15 fathoms, no bottom. The ship had then struck, and he ordered the engine to full speed ahead, and then slow. He then sent the chief officer and carpenter to sound the wells, and they found soon and reported that the tanks were a close fit for the valve, and on the starboard side the latter was in connection with the casing. There had been a great strain on the chest, and he was of opinion that the fracture of the chest was occasioned by the great strain. There were no signs of overheating in the boiler and the safety valves were in working order. The *Welcome* was constructed in 1884, and was steamed for the lights of Makung, making the outer harbour without further assistance, and anchoring alongside the guardship *Desaix*. He then went on board the *Desaix*, and reported the accident, and the collision against the Praya was the cause of the accident. The Admiralty Court said the *Twiss* had struck on the same rock a short time before, and seriously damaged herself, and that the rock was not marked on the chart. Next morning Admiral Corfield sent men on board to discharge the cargo, and a few days afterwards he had the rock surveyed by the captured Chinese vessel *Peiho*, and was witness to the survey, and the *Twiss* had been discharged; and within half an hour of that, he started for Hongkong for repair. A few days after the accident Admiral Corfield's divers surveyed the hull of the *Welcome*, and reported a number of holes in her bottom. One of the holes measured 5 feet by 7 feet 6 inches. During the intervals of discharging the cargo, the crew were engaged ashore down the tanks. Her double bottom filled with water within 20 minutes of the accident. He arrived at Hongkong on the 31st May, and had to wait until the 7th June before he could get his ship docked. He ship had remained there ever since, and he expected to get her finished by the end of the month. All round these glands there were a large number of small pieces of broken rock, rising up like mounting posts. As he was breaking off the rock, the head

found bottom at 48 fathoms, and then immediately slipped off into 15 fathoms.

Francis Korthright, the chief officer, gave evidence which fully corroborated the statements made by Capt. Corfield. When he went down to sound he found all the tanks filled, and the caps of the sound pipe of the ballast tanks blown off by the pressure of water.

Frank Dyer, the second officer, gave evidence regarding the sounding taken just before the ship struck. He took the soundings himself, and found a bottom with 15 fathoms of line out. He found bottom on hard rock while the ship was above at a quarter less five, and immediately after the ship was coming up, he found no bottom at 16 fathoms. During the time the ship was steady on the rock he had no opportunity of getting an up and down cast, as the rock was jammed.

The Court was then cleared, and, on its re-opening half an hour later, the President re-opening finding:

## FINDING.

We find that the British steamer *Wessex*, official number 89,524, William Reginald Field, master, whose certificate of competency as extra master is No. 04373, sailed from Saigon on the 25th April, 1885.

"That nothing of importance occurred until the evening of the 1st May, when the ship struck a rock on a rock near Fisher Island, Pescadores.

"We are of opinion that the ship was navigating with all due care by the master.

"We find that the rock on which the *Wessex* struck is not marked on the charts, nor mentioned in the China Sea Directory Vol. III (1884).

"We are of opinion that no blame attaches to the Captain or any of the officers, and further that all necessary precautions were taken after the accident for the preservation of the ship.

[The finding was signed by all the members of the Court.]

The Court was then dissolved.

Police Intelligence.  
(Before H. E. Weddona, Esq.)

Friday, July 17.

ME BOX'S CASE.

Frank Frost was again before the court on a charge of larceny in which he was not involved but in stealing Rupees 25,000 from the property of Mr. T. Box.

The case came on at 9.30 this morning and lasted till 10.45, when the case was adjourned till 2.30 p.m., when the examination of the complainant was continued, Mr. Wotton having intimated to his Worship that he should have to cross-examine the complainant on the evidence given in the re-examination. The evidence of the complainant was still proceeding, principally upon the subject of bills drawn by his firm, when our reporter left at 4.30 p.m. this afternoon. The case was further adjourned.

THE ACT OF MARCH 3, 1873, having been repealed, there is now no statute in force fixing the currency in which seamen's wages are to be paid by shipping contracts as left to be construed by accountants with usage and custom. The Act of February 2, 1873, but the Department evidently thought it was still in force by referring it to the authority for its instructions contained in said paragraph.

II. The Act of March 3, 1873, having been repealed, there is now no statute in force fixing the currency in which seamen's wages are to be paid by shipping contracts as left to be construed by accountants with usage and custom.

III. The Act of February 26, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

IV. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

V. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

VI. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

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IX. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

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XX. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

XXI. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.

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XXIII. The Act of March 3, 1873, simple maritime law, making silver dollars a legal tender in the United States; it does not require sailors' wages to be collected in this coin or its equivalent; I do not think it undertakes to do so.</p

## INSURANCES.

NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN &amp; CO.

Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG &amp; CO.

Hongkong, November 5, 1883. 855

## NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 2 per cent, net premium per annum.

NORTON &amp; CO., Agents.

Hongkong, May 19, 1881. 338

LONDON ASSURANCE CORPORATION (LIFE.)

## REDUCTION OF EASTERN RATES.

POLICIES Issued on the spot for any sum up to £5,000.

## EXAMPLE.

Age 30, With Profits, £43,14,6 per cent.

" 30, Without Profits, £23, 9, 6."

HOLLIDAY, WISE &amp; CO., Agents.

Hongkong, June 30, 1885. 1101

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, K. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either in London, or on the principal Ports of India, China and Australia.

## Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE &amp; CO.

Hongkong, July 25, 1872. 496

SINGAPORE INSURANCE COMPANY LIMITED.

HEAD OFFICE—SINGAPORE.

THE Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE on usual terms, at Current Rates.

ADAMSON, BELL &amp; CO., Agents.

Hongkong, July 10, 1885. 1107

LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL, TWO MILLIONS POUNDS.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings, or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG &amp; CO., Agents, Hongkong, Canton, and Macao.

Hongkong, January 4, 1887. 100

## Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR

Run Daily as a FERRY BOAT between Peder's Wharf and Tsui-Tsui at the following hours:—

WEEK DAYS. SUNDAYS.

Leave Kowloon, Leaves H.M. Leaves Kowloon.

6.00 a.m. 7.00 a.m. 7.00 a.m.

6.00 " 8.00 " 8.00 "

8.50 " 9.00 " 10.15 "

9.45 " 10.15 " NOON.

10.45 " 12.30 P.M. 12.30 P.M.

12.30 P.M. 2.00 " 2.00 "

1.30 " 2.00 " 3.30 " 3.00 "

3.20 " 4.00 " 4.15 " 4.30 "

4.15 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 6.40 " 5.55 " 6.10 "

5.55 " 6.15 " 6.30 " 7.00 "

6.45 " 7.00 " 7.15 " 7.30 "

7.15 " 7.30 " 7.30 " 7.30 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

FREDERIC ALGAR,

COLONIAL, NEWSPAPER &amp; COMMIS-

SION AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with News-papers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office we regularly file for the inspection of Advertisers and the Public.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &amp;c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be mixed, except book fido Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &amp;c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The vendor of any Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, hand-made bound books, &amp;c., which reach their destination, although in a broken or deteriorated condition.

Countries not in the Union.—The chief countries not in the Union are the Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per ½ oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

China, Papers, 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Chile, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Chile.

Peru.

Argentina.

Brazil.

Paraguay.

Uruguay.

Bolivia.

Argentina.

Brazil.

Peru.

Argentina.

Brazil.

Argentina.

Brazil.